

North Mountain – Palomar Mountain



Highway 78 (Santa Ysabel)



Highway 79



Montezuma Valley Road

Overview

The majority of the North Mountain subregion consists of National Forest and State Parks and the surrounding land uses are mainly designated Open Space (Conservation) or Rural Lands. The lower development intensity generates low traffic volumes and reduces the need for constructing new roads or widening existing roads.

Staff's proposal retains this community's network of two-lane circulation element (CE) roads. All roads in the North Mountain subregion are forecast to have an acceptable level of service (LOS) in the recommended road network, which mainly consists of State highways that today are classified as four-lane roads. Because of the low projected traffic volumes, staff recommends downgrading the classification of State highways from four-lanes to two-lanes with improvement options. Even with the upcoming gaming facility on the Santa Ysabel Reservation, the proposed network of two-lane roads will operate at acceptable levels.

Planning Group Preferences

There is no Planning or Sponsor Group representation for this area.

Key Issues

Tribal Gaming

The Santa Ysabel Reservation is in the process of building a gaming facility. The Environmental Evaluation/Traffic Impact Analysis included 1,510 trips associated with non-gaming area uses, potentially increasing the casino's trip generation total to 3,410 trips per day. The traffic volume on Highway 79 were projected at approximately 7,000 average daily trips with the new gaming facility factored in. The 2-lane classification proposed for Highway 79 is sufficient to meet the forecasted traffic volumes.

State Highway Classification

In order to retain a high level of flexibility for future Caltrans road improvements, a wider right-of-way was retained on all State highway facilities.

**Board Alternative Map
Network**

A separate CE road network is not recommended for the North Mountain subregion.

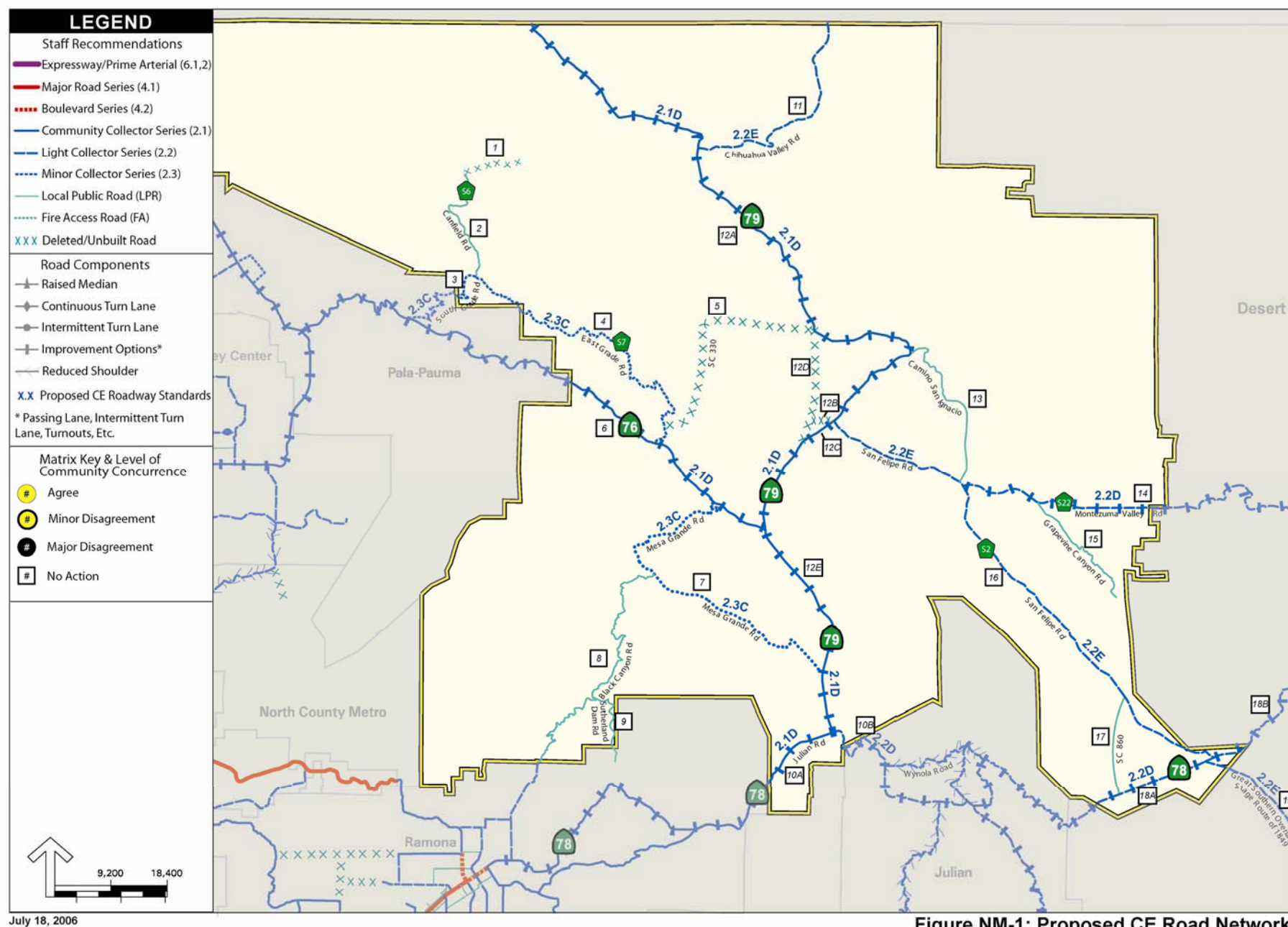
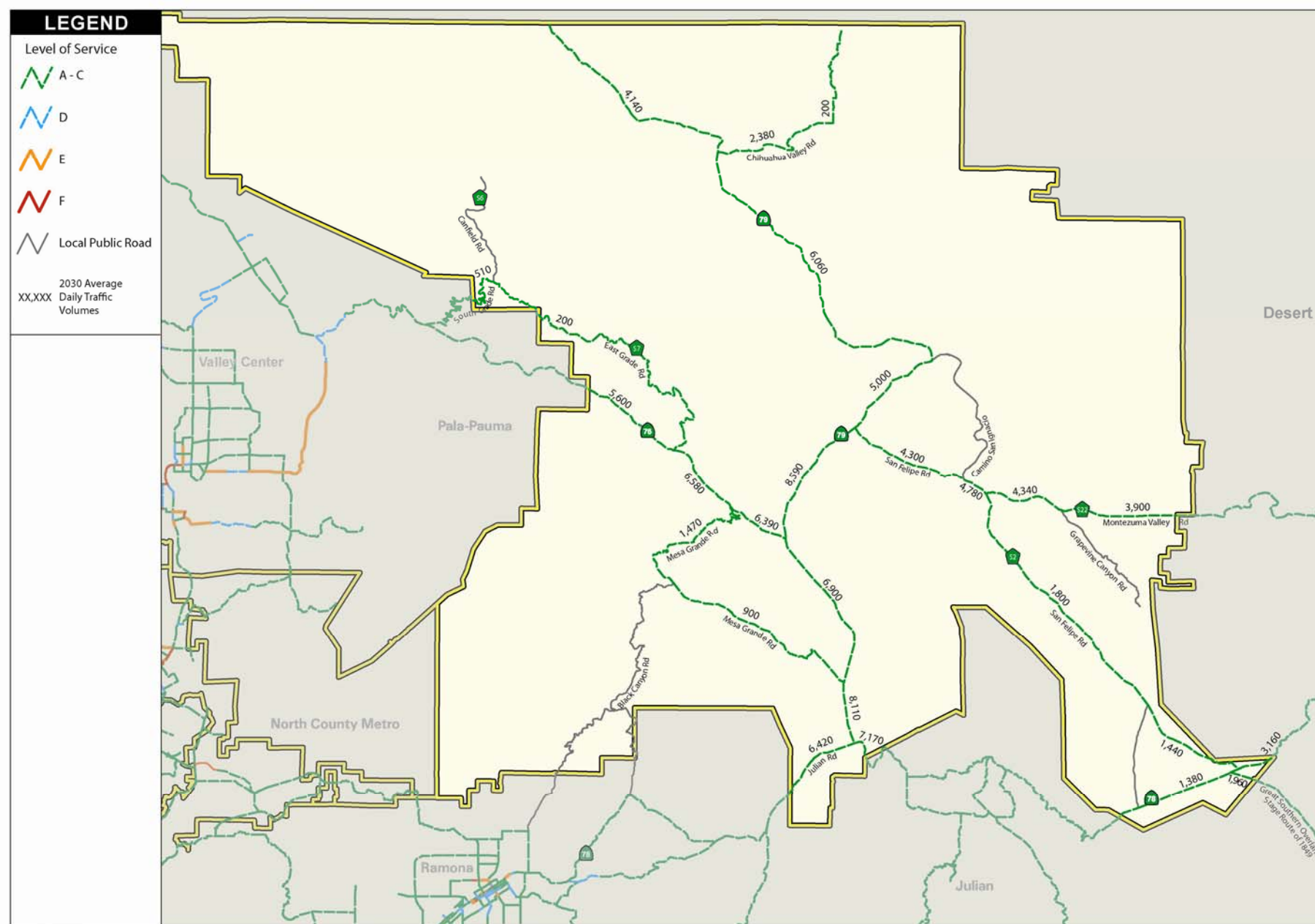


Figure NM-1: Proposed CE Road Network



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Figure NM-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network

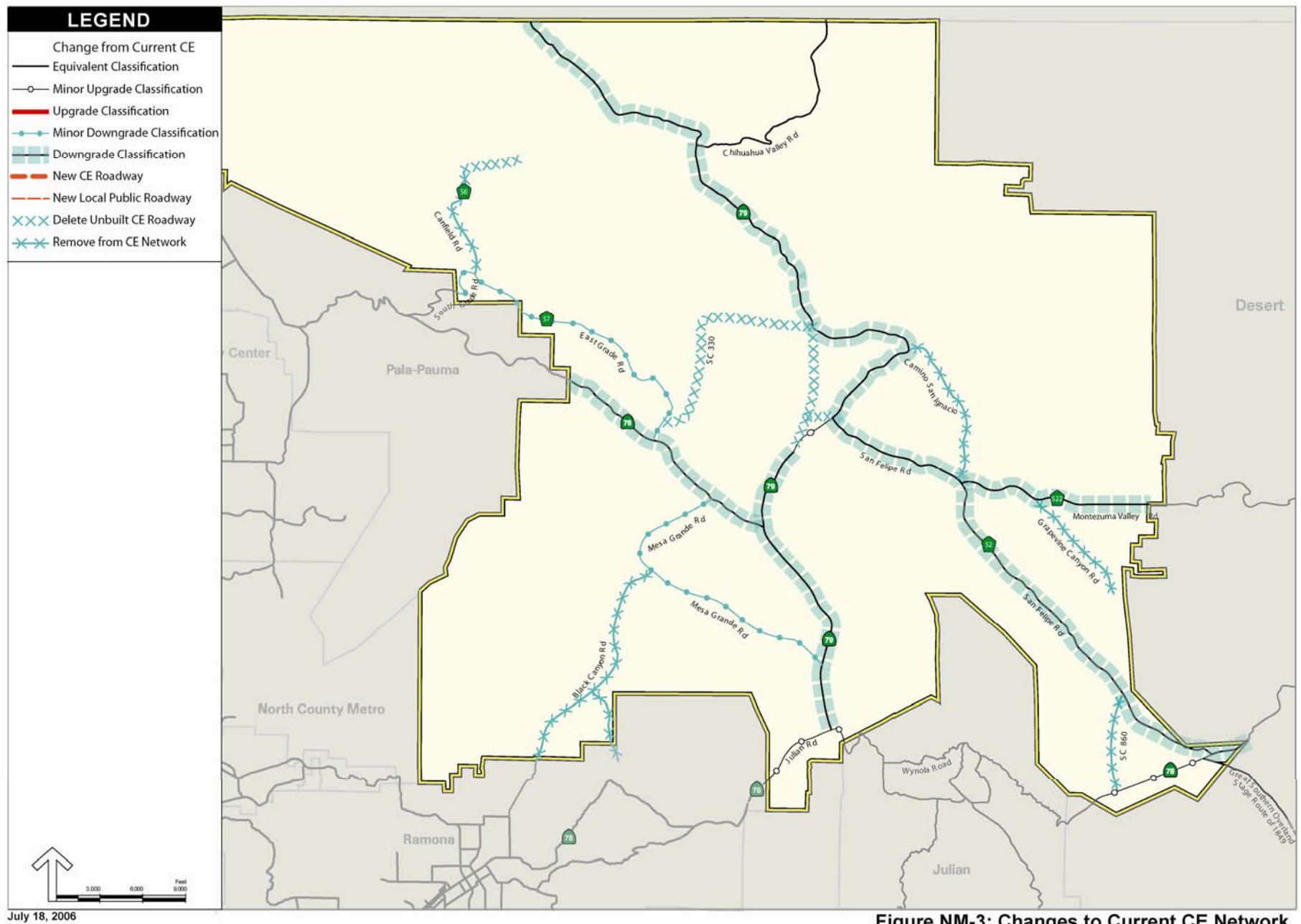


Figure NM-3: Changes to Current CE Network

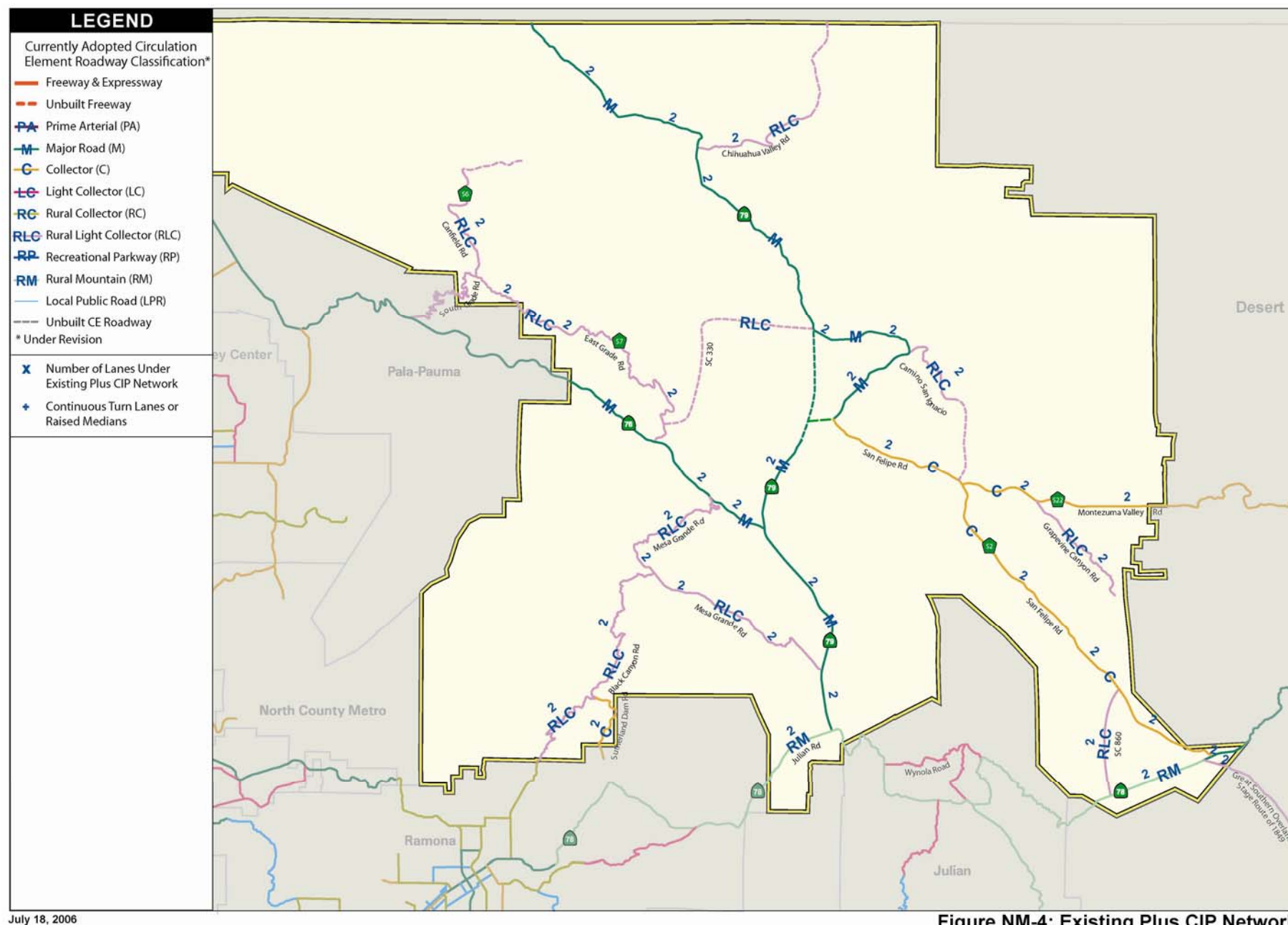


Figure NM-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
1 Palomar Divide Drive (SA 140) <u>Segment</u> : Entire road <u>Existing Condition</u> : Unbuilt <u>Current Classification</u> : Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Projected traffic volumes do not meet CE threshold • <i>Maximize Traffic Movement</i> – Mapped road ends; does not enhance connectivity • <i>Minimize Costs</i> – Road is not needed to support forecast traffic volumes
2 Canfield Road / S6 (SF 1417.1) <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Projected traffic volumes are low in this area • <i>Maximize Traffic Movement</i> – Connects to a dead-end CE road and therefore, does not enhance connectivity
3 South Grade Road (SF 1417) <u>Segment</u> : Pala-Pauma boundary to Canfield Road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Rural Light Collector (2 lanes)	Minor Downgrade 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Proposed road classification will operate at LOS A-C • <i>Minimize Environmental Impacts</i> – Lower design speed is more consistent with existing topography
4 East Grade Road / S7 (SC 320) <u>Segment</u> : Entire road <u>Existing Condition</u> : 2 lanes <u>Current Classification</u> : Rural Light Collector (2 lanes)	Minor Downgrade 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Proposed road classification will operate at LOS A-C • <i>Minimize Environmental Impacts</i> – Lower design speed is more consistent with existing topography

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
5 Unnamed Road (SC 330) <u>Segment:</u> Entire road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Projected traffic volumes are low and do not warrant a CE road • <i>Minimize Costs</i> – Road would be very expensive to build • <i>Minimize Environmental Impacts</i> – Road alignment is within Tier I habitat and Open Space (Conservation) land use designation
6 Highway 76 <u>Segment:</u> Pala-Pauma boundary to SR-79 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes; wider right-of-way for optional or periodic passing lane accommodates higher traffic volumes on State highways
7 Mesa Grande Road (SC 390 / SC 400) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Minor Downgrade 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Proposed road classification will operate at LOS A-C • <i>Minimize Environmental Impacts</i> – Lower design speed is more consistent with existing topography
8 Black Canyon Road (SA 290) <u>Segment:</u> Ramona boundary to Mesa Grande Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
9 Sutherland Dam Road (SC 890) <u>Segment:</u> Black Canyon Road to end of CE classified portion <u>Existing Condition:</u> Unpaved <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes • <i>Minimize Environmental Impacts</i> – Adjacent to Sutherland Reservoir
10A SR-78 <u>Segment:</u> Ramona boundary to SR-79 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ Lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes
10B SR-78 / Julian Road <u>Segment:</u> SR-79 to Julian boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	Minor Upgrade 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes; wider right-of-way for optional or periodic passing lane accommodates higher traffic volumes on State highways
11 Chihuahua Valley Road (SA 150) <u>Segment:</u> SR-79 to Riverside County boundary <u>Existing Condition:</u> 2 lanes / unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
12A SR-79 <u>Segment:</u> Riverside County boundary to San Felipe Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes; wider right-of-way for optional or periodic passing lane accommodates higher traffic volumes on State highways
12B SR-79 (unbuilt alignment) <u>Segment:</u> San Felipe Road to SR-79 (unbuilt realignment) <u>Existing Condition:</u> unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Road	<ul style="list-style-type: none"> <i>Minimize Costs</i> – New road should not be constructed when CE road can follow existing SR-79 alignment
12C SR-79 <u>Segment:</u> San Felipe Road to SR-79 (unbuilt realignment) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> N/A	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Minimize Costs</i> – Mapped CE road should not be constructed when CE road can follow existing SR-79 alignment
12D SR-79 (unbuilt realignment) <u>Segment:</u> Unnamed road (SC 330) to SR-79 <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Road	<ul style="list-style-type: none"> <i>Road Capacity</i> – Projected traffic volumes are low and do not warrant a CE road <i>Minimize Costs</i> – Road is not needed to support forecast traffic volumes <i>Minimize Environmental Impacts</i> – Road alignment impacts Tier I habitat and is within an Open Space (Conservation) land use designation

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
12E SR-79 <u>Segment:</u> SR-79 (unbuilt realignment) to SR-78 / Julian Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes; wider right-of-way for optional or periodic passing lane accommodates higher traffic volumes on State highways
13 Camino San Ignacio / Los Coyotes Road (SC 370) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes / unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes
14 Montezuma Valley Road / S22 (SF 1406) <u>Segment:</u> San Felipe Road to Desert boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes
15 Grapevine Canyon Road (SC 410) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> <i>Road Capacity</i> – Projected traffic volumes are low in this area <i>Maximize Traffic Movement</i> – Mapped road ends, and therefore does not enhance connectivity
16 San Felipe Road / S2 (SF 1405) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
17 Unnamed Road (SC 860) <u>Segment:</u> Entire road <u>Existing Condition:</u> Unpaved <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes
18A SR-78 <u>Segment:</u> Julian boundary to San Felipe Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	Minor Upgrade 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes; wider right-of-way for optional or periodic passing lane accommodates higher traffic volumes on State highways
18B SR-78 <u>Segment:</u> San Felipe Road to Desert boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes <i>Minimize Environmental Impacts</i> - Lower design speed is more consistent with existing topography
19 Great Overland Stage Route of 1849 (SA 200) <u>Segment:</u> SR-78 to Desert boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road is sufficient to meet forecast traffic volumes